

ARREST LEADERS OF STRIKE AFTER SIEGE

Back of South African Revolutionary Movement Broken by Government.

SOME RETURNING TO WORK

Report of Discovery of Plot to Form Labor Republic.

Special Cable Despatches to The Sun.

LONDON, Jan. 15.—All the despatches from South Africa indicate that the revolutionary action of the Government at Johannesburg and elsewhere, combined with the handling of the situation by the government in control, has smashed the strike, which will soon end. The movement is already weakening everywhere. The men are practically without leaders and are willing to resume work, and it is predicted that the conditions will be normal by next week.

A Johannesburg despatch to the Daily Express says the Government has discovered a plot which was to materialize in April for the formation of a South African labor republic.

JOHANNESBURG, Jan. 15.—The railroad strike situation showed signs of collapsing to-day, but the struggle between the trade unionists and the Government continued in spite of the surrender of Secretary Bain of the South African Federation of Trades and his 500 comrades, who had barricaded themselves in the Trades Hall here since last Tuesday. They gave up unconditionally to-day to the police, and Bain and ten of the leaders were lodged in jail.

Strong action by the Government brought about the surrender of the obstreperous trade unionists. Early in the day Bain had asked for an interview with Premier Botha. This was looked upon as an indication of surrender, and the reply was sent that the officer in control of the region, which was under martial law, had orders to arrest every one in the hall and to use drastic measures if necessary. Guards were placed around the hall and a seven pound field gun was trained on the Trades Hall. The Government then gave the men in the hall fifteen minutes to surrender or be buried in the ruins of the building. The men surrendered.

The rift in the railroad situation was caused when 250 men applied for reinstatement at Bloemfontein. The trade union connection with the railroad strike is merely a matter of sympathy. The trade unionists based their strike on the reinstatement policy of the transportation companies, to which they objected. This group organized workmen in the Transvaal and Orange Free State out of work. The workmen in Natal and Cape Colony have up to the present refused to obey the strike order. The strikers in this city are in an angry mood but are held in check by the presence of a large force of police and of the citizens' defense force. More than 100,000 of the latter responded to the call to arms when martial law was proclaimed.

LORD HALDANE FOR BIG NAVY.

Declares No Nation Can Reduce Its Navy Acting Alone.

Special Cable Despatch to The Sun.

LONDON, Jan. 15.—Lord Haldane, the Lord High Chancellor, and Postmaster-General Samuel made plain spoken declarations to-day in which they ranged themselves on the side of Winston Churchill in the matter of an increase in the navy. Neither speaker referred openly to the position of opposition to the proposal of Chancellor of the Exchequer Lloyd George.

Lord Haldane in a speech at Hoxton said a reduction of armaments was only possible by the cooperation of a number of countries. If any one country in a heroic mood reduced its armaments, he said, it would probably have to spend more money in regaining its lost ground than if it kept up to its original standard. Lord Haldane said that he and the Liberal party were opposed to anything which would put British defenses in an unduly weak position. They did not intend to weaken the navy by departing from established standards.

MISS KIAPP TO WED ABROAD.

Her Engagement Announced to Son of Retired Army Officer.

Special Cable Despatch to The Sun.

LONDON, Jan. 15.—The engagement is announced of Elizabeth, daughter of Eugene Klapp of New York, and William, son of Capt. W. A. Grant, retired.

KING PARDONS COL. LABRADOR.

He Refused to Attend Mass and Was Sentenced to Six Months.

MADRID, Jan. 15.—King Alfonso, in consideration of the excellent service rendered by the convicted officer, has pardoned Colonel Labrador, who was convicted and sentenced to six months detention because, being a Protestant, he refused to attend mass.

It is understood that the Government upon the reassembling of the Cortes early in April will introduce a bill providing for the suppressing of several present obsolete naval regulations.

DANISH WEST INDIES TO BE DRY.

Home Government Planning to Abolish Alcohol Consumption There.

COPENHAGEN, Jan. 15.—Alcohol drinks have long been interdicted in the Greenland colonies and in later years also in Iceland and in the Faroe Islands.

It is now proposed to make the prohibition apply to the Danish West Indian Islands, where intoxication among the natives has claimed a large number of victims. The members of the St. Thomas Council support the proposal, which means that in the near future all of Denmark's colonies will be dry.

ISMAIL KEMAL BEY RESIGNS.

Head of Albanian Government Is Accused of Treachery.

Special Cable Despatches to The Sun.

VIENNA, Jan. 15.—A dispatch from Avlona, Albania, says that Ismail Kemal Bey has resigned the Presidency of the provisional Government. The alleged reason is that proofs were discovered that he had been corresponding with Ismet Pasha with reference to the attempt of the latter to seize the Albanian throne.

BERLIN, Jan. 15.—The Lokalanzeiger says Prince William of Wied, who has been selected by the Powers as ruler of Albania, will make his state entry into Durazzo on February 25. He will be escorted by German, Austrian, Italian, and possibly Russian, troops and sailors.

LONDON, Jan. 15.—The situation in the Balkans, according to a report from Berne, is far more serious than is generally known or acknowledged by the European chancelleries. The information, which is said to come from diplomatic circles, is that the various Powers are now directing their efforts to prevent a fresh outbreak in the Balkans.

According to the Berne story, Germany has proposed to other members of the Triple Alliance that joint military action be taken by Italy and Austria in regard to Albania. It is added that the suggested intervention is the reason why Italian and Austrian warships have recently been concentrating along the Albanian coast.

Austria and Italy, however, are hesitating about taking the action suggested by Germany, because they are afraid this would lead to further complications.

The report is reiterated that the Powers have secured proof that the Mussulmans at Constantinople and in Albania had prepared uprisings with the object of placing Ismet Pasha, the former Turkish Minister of War, on the Albanian throne. This plot was frustrated when six Turkish officers and two soldiers were arrested when they arrived at Avlona, the Albanian seaport.

HOLD SHEIKH ISKANDER

IN PARIS MURDER PLOT

Charged With Aiding in Attempted Assassination of Cherif Pasha.

Special Cable Despatch to The Sun.

PARIS, Jan. 15.—The police to-day arrested the Sheikh Iskander on a charge of complicity in the attempted murder of Mahmoud Cherif Pasha yesterday.

Sheikh Iskander had invited Cherif Pasha's secretary to luncheon. On the day of the attempted assassination he telephoned several times to the house in the Rue de la Pompe, where Cherif Pasha resided.

The Sheikh Iskander professed ignorance of the affair when arrested. He said several times that he had heard nothing about it. He said he never read the newspapers. A code was found in his possession through which he corresponded with the Committee of Union and Progress (Young Turks), of which he admitted he was an agent, who had been sent to Paris to watch Cherif Pasha. He asserted, however, that he was entirely ignorant of the plot to murder Cherif Pasha. The Sheikh, who intended to leave Paris this evening, was locked up.

Among the inhabitants of the house at 115 rue de la Pompe is Mr. Hollingsworth, the manager of the Westinghouse Company.

The police made a second arrest to-night, when they took into custody Burhan Eddin Mustapha, the actor-director of the Imperial Ottoman Theatre. This man was arrested yesterday when he called at Cherif Pasha's house directly after the attempted assassination. He was then released. It has since been ascertained that he was acquainted with Asmi Bey, an ex-prefect of the Turkish police, and also with Young Turks in the Latin quarter. The police say that Burhan Eddin Mustapha gave information as to the assassins. Asmi Bey is now in London.

Sheikh Iskander, who was arrested earlier, intended to leave Paris this evening.

LINER FOUR DAYS OVERDUE.

Steamer Dana With 300 Passengers Awaited in Havana.

Special Cable Despatch to The Sun.

HAVANA, Jan. 15.—The Hamburg-American Line steamship Dana, with a general cargo and 300 passengers for Havana from ports of northern Spain, is now overdue here four days. There has been no report from the vessel since she finished coaling at the Azores on January 2.

The French liner California, from the same ports as the Dana, and which left after the latter, arrived to-day, but had no recent news of the Dana. She had received no wireless communications from that vessel. For two days the wireless station at Morro Castle has been calling vainly for the Dana.

The consignees of the Dana are assuring anxious friends of the passengers that the Dana is a ten knot boat and that she has been delayed by head winds and seas. In addition to the passengers for Havana the Dana has a number of others bound for Mexico.

Vice-Director Julius P. Meyer of the Hamburg-American Line said yesterday that friends in Havana of the Dana's passengers apparently had wrong information as to her departure from Ponta Delgada in the Azores. Mr. Meyer received a despatch from his Hamburg office of the line:

"Dana left Ponta Delgada on January 2 in the afternoon and therefore is due in Havana only to-day."

The Dana has 300 passengers for Havana. The line does not know, the number she has for Mexico.

MAJESTIC'S DAMAGE SLIGHT.

Line's Coal Port Stove in at Tanager—Sails From Queenstown.

Special Cable Despatch to The Sun.

QUEENSTOWN, Jan. 15.—The White Star liner Majestic, which was erroneously reported to have met with a serious accident at Cherbourg, sailed from here for New York to-night.

A tender pumped into the vessel and stove in a coal port, but the damage was trifling. Among the passengers on the vessel are Mr. and Mrs. Francis B. Sayre.

The White Star company have received word yesterday that the Majestic had been delayed at Cherbourg by a slight accident and had sailed several hours late. The tender which brought the ship's passengers out was thrown against the Majestic by the heavy sea and a coal port stove in. The damage was repaired.

7,000 STILL MISSING ON SAKURA ISLAND

Five Thousand of Volcano's Victims Have Been Accounted For.

33 FOUND IN A CAVE

Sailors Wade Breast Deep Through Ashes to Save Them.

Special Cable Despatches to The Sun.

NAGASAKI, Jan. 15.—Five thousand of the 12,000 inhabitants of the island of Sakurajima, where the Sakurajima volcano is located, have been accounted for. Nothing is known as to the fate of the 7,000 others.

One hundred thousand people who live on the mainland are homeless and the railroad, 230 miles distant, is blocked with stones and lava. It is reported that some of the stones are as big as houses.

There were not more than a dozen foreigners at Kagoshima, which was devastated by the eruption, and all of these are safe. They include besides the American missionaries and teachers in the English school, James Murdoch, who is regarded as the greatest authority in Japan on the Japanese language.

KAGOSHIMA, Jan. 15.—Thirty-three persons, men and women, terror-stricken and nearly starving, were rescued to-day from a cave near the shore on the island of Sakurajima, devastated by Sakurajima volcano. Their rescuers, a band of sailors from a Japanese warship, had to dig their way through hot ashes and warm lava six feet deep.

So far as is known these are the only people caught on Sakurajima when the volcano burst into eruption who escaped death. There were 15,000 inhabitants. Five thousand of them escaped to the mainland during the day of January 12 before Sakurajima burst into full eruption. A few hundred are supposed to have escaped in small boats during the first hours of the disaster, although many of these boats were swamped.

Early this morning one of the warships which arrived at Kagoshima during the night with provisions for the starving and homeless people of this city lowered a small boat to skirt the island, looking for possible survivors.

The entire coast of Sakurajima was found to be changed. There was no sign of human dwelling or vegetation, nothing but a desolation of smoking ashes and molten lava covering the island.

Finding of the Survivors.

At noon the searching party was attracted by the waving of an improvised flag. The boat put ashore. Three hundred feet inland could be seen a group of survivors huddled together, looking faintly. The sailors dug and waited their way to the cave's entrance. They had to carry the men and women back to the boat. They were exhausted and weakened from lack of food and water. Among them was a schoolmaster who had taken with him from his schoolhouse a portrait of the Emperor. There were also the village policeman, who had saved the records of the station house, and the postal clerk with a small bag of mail.

The rescued were taken on board the warship and provided with food and shelter. From them came the first graphic stories of men, women and children overcome in their attempted flight. Many, they said, were struck down by falling volcanic rocks, and hundreds were caught in rushing streams of boiling lava and seen no more. They themselves had taken refuge in the cave until the rain of ashes and lava had ceased. They were unable to venture forth, being manured by half-cooled lava and ashes.

The general volcanic activity on the island of Kishiu is gradually abating. The work of restoring railway and telegraphic communication is being done as quickly as possible. The damage done is immense, though as yet no approximate estimate of the number killed and the property destroyed can be made.

President Appeals for Aid.

WASHINGTON, Jan. 15.—President Wilson sent a cablegram to-day to the Emperor of Japan to ask if there was any way in which the United States Government could be of assistance to the sufferers from famine and from the volcanic eruption in the island of Kishiu.

At the same time Mr. Wilson, as the president of the American Red Cross, appealed to the American people to contribute generously to the aid of the suffering Japanese.

The cablegram to the Emperor was as follows: "Permit me again to express to you the deep sympathy which the American people feel for their sister nation Japan in her great calamity. Their hearts go out to the thousands upon whom suffering and disaster have come so suddenly and so terrible a form. Is there any way in which we can help?"

The appeal which Mr. Wilson issued as head of the Red Cross, said: "I appeal to the humanity of our American people that they may give expression to their sympathy for the suffering and distress of so many of their fellow men by generous contributions to the Red Cross. Such contributions can be made to the local Red Cross treasurers or sent directly to the American Red Cross, Washington, D. C."

SUES ALAN DALY'S WIDOW.

Husband Names Two Correspondents, One Earl Fitzwilliam.

Special Cable Despatch to The Sun.

LONDON, Jan. 15.—Alexander Broderick Leslie-Melville, who in 1905 married Ellen, daughter of the late Col. Harvey Kelly, and widow of Alan Daly, has entered suit for a divorce.

He cites two correspondents, Thomas Platt, secretary of the British League for the Support of Ulster, and Earl Fitzwilliam, who is reputed to be one of the wealthiest of Englishmen. Several years ago he sent out two expeditions to hunt for the pirate treasure of \$100,000,000, which was said to be buried on Cocos Island, off the coast of Costa Rica. Both of the expeditions were wrecked and on one of them the Earl and two of his party were hurt in an accident. The cost of the last expedition was said to be \$200,000. The Earl was born in Canada in 1872.

Mr. Leslie-Melville, the petitioner for the divorce, is a director in three prominent banks.

HERIOT TO ENTER POLITICS.

Aeroplane Manufacturer to Be Candidate for Chamber.

Special Cable Despatch to The Sun.

PARIS, Jan. 15.—It is announced that M. Heriot, the aeroplane manufacturer, will enter the political arena as a candidate for the Chamber of Deputies. He will run as a Radical Socialist.

R. D. Lankford

ON EVE OF MARRIAGE

Continued from First Page.

from the bathroom. One of the servants at the house also told them that a pillow had been found on the sill jammed up against the bathroom window.

When Mr. Lankford was found on the floor Dr. Farrand Peterson of 1127 Dean street was called. He said that Mr. Lankford died about three hours earlier. He expressed no positive opinion, but said it was entirely possible that Mr. Lankford, just after entering the bathroom, turned on the electric light and in doing so hit the key of the gas cock also and started the flow of gas without knowing it. Then he may have fallen in a faint, caused by the acute indignation from which he suffered and passed from unconsciousness to death.

The undertaker's man followed the lead of the police and put "suicide by gas poisoning" in his memorandum. But meanwhile McDowell, McCarthy, Patterson and other friends of Mr. Lankford arrived. They were sure it could not be suicide because there was no reason for it.

Accident, Says Doctor.

Dr. Lester D. Volk, the Coroner's physician, was inclined to agree with them. Before departing he said to reporters: "From a superficial examination of the body and of conditions in the apartment and the bathroom I am of the opinion that Mr. Lankford's death was accidental. It is true that I cannot explain just what took place in the bathroom. But I look at it this way: Mr. Lankford was a normal, healthy man so far as a superficial examination tells anything. I am sure there was no physical reason for self-destruction. Turning then to the conditions in the apartment and what his friends tell me, every reason for wishing to continue life is revealed, and no motive for suicide. In writing the death certificate I am expressing no opinion. I am simply saying, 'Cause of death, gas asphyxia.' Whether or not Coroner Wagner will order an inquest I do not know."

Miss Patterson was in her own apartment packing her trousseau when she got a telephone message that Mr. Lankford was dead. She went to his apartment, but at the door she heard the sound of hysterical all the afternoon. She and Mr. Lankford had known each other for about fifteen years, meeting first as an incident of Mr. Lankford's long time friendship with her brother.

Police Begin to Doubt.

As the afternoon wore on the police began to doubt their tentative conclusion as to the manner of Mr. Lankford's death. Detectives Frank Downey and Owen Kearney found that the bathroom door was sprung at the top and very hard to open. But if a towel was wedged between the door and the jamb, the door opened easily. They suspected that Lankford had used the towel for that purpose, and not to stuff the crack to keep the gas in.

Moreover, on a small part of the towel was in the door. And later the bedboy who thought at first he had found a pillow on the bathroom window sill declared that he meant the sitting room.

From the gas jet the tip was missing—a condition which added a free flow of gas. The tip could not be found. No one in the house knew whether or not it was missing before yesterday.

Mr. McDowell told the detectives that for a long time his friend had been suffering from indigestion and always carried peppermint tablets. One day in the street Mr. Lankford stopped and leaned on McDowell in great pain. McDowell thought he was going to faint. He believed it was a seizure of that sort that he felt in the bathroom.

Mr. Lankford was born on February 28, 1867, at Princess Anne, Md. He was a son of Uriah J. and Elizabeth Lankford. His only brother, Colonel Lankford, is a contractor in Princess Anne.

Richard Lankford entered the railway service as a clerk for the Eastern Shore Railroad, and later held positions with Maryland Central and then auditor of the Roanoke and Southern. In 1892 he went to Brooklyn and for two years was cashier and treasurer of the Broadway Railway. He was a member of the Union League Club of Brooklyn, the Railroad Club, the Maryland Society and the Southern Society.

Miss Patterson until her resignation from Huyler's was one of the highest salaried woman workers in this city. At Christmas two years ago the firm gave her a substantial present in recognition of her services and a few days ago ordered a wedding present.

SUES "LE FIGARO" FOR LIBEL.

Lawyer's Clerk Implicated in Calix Affair Retaliates.

Special Cable Despatch to The Sun.

PARIS, Jan. 15.—M. Sclater, the lawyer's clerk who was said to have represented the syndicate which had a large claim against the French Government and from which M. Caillaux, the Minister of Finance, was alleged to have attempted to extort \$50,000, has sued Le Figaro, which printed the stories, for \$20,000, charging libel.

LAPORTE TO BE EXTRADITED.

"Herald" Cashier Remanded at Bow Street Police Court.

Special Cable Despatch to The Sun.

LONDON, Jan. 15.—Ernest Laporte, the former cashier of the Paris edition of the New York Herald, who absconded with \$24,000 of the paper's money and who was arrested at Southampton yesterday, was remanded at Bow Street police court to-day and held for extradition.

CAPTAIN AND CREW SAVED OFF COBEQUID

Seas Wrecked Wireless Apparatus Forty Minutes After the Accident.

LINER A COMPLETE LOSS

Steamer's Skipper Tells Thrilling Story of the Ordeal.

St. John, New Brunswick, Jan. 15.

The Government steamer Lansdowne with Capt. Howson and fourteen members of the crew of the wrecked liner Cobequid arrived in port this afternoon at 5:30 and to-night the survivors are resting in comfort for the first time in several days.

The party on the Lansdowne was taken off the wreck this morning after the others had been landed at Yarmouth. The Lansdowne reached the wreck on Wednesday night, but Capt. Howson decided that he and the others would be quite safe until morning, especially as the sea was still very rough and any attempt to transfer from the wreck to the rescue steamer would be attended with much risk.

Those in the party are Capt. Howson, Dr. W. H. Lister, E. T. Shrimpton, junior wireless officer; H. H. Gladwin, fifth engineer; E. M. Greuter, boatswain; Peter Pollack and S. Allen, boatswain's mates; Charles Lermont, stoker; W. Fisher, J. M. Guthrie, Robert Carr, Prequel R. Vasse, William Anstey and C. Warner, stewards.

When the Lansdowne came up the harbor she was coated with ice, showing the rough weather she had experienced in the work of rescue. Capt. Burns, her commander, had aboard with him Capt. Dalton of the Government steamer Aberdeen, and both captains were emphatic in their opinion of the weather conditions encountered in the bay.

When the wreck the John L. Cann, from Yarmouth, was already in the harbor and taken most of the passengers off. There was a very heavy sea at the time and as Capt. Howson said he and the others would stay by the wreck until morning the government steamer lay to in easy distance. This morning boats were sent to the Cobequid and the captain and members of the crew taken off.

Discussing the appearance of the Cobequid when the Lansdowne left her Capt. Burns said she was down by the head and covered with ice. All to be seen above the water was the upper deckhouse, the funnel and masts. There is little hope of saving any part of the wreck.

Capt. Howson's story is particularly interesting in the first place, as it takes full blame for the accident if there is any blame. He was on the bridge when she struck, and "if any one is to blame I am," was the way he put it.

"The ship ran on the ledge at low water," he said, "and when she struck we hardly felt the shock. Left in the heave of the sea she bumped several times and then lay quiet. There was no panic. The passengers were taken to the cabin and the crew to the bridge for shelter."

"The officers and crew got to work swinging out the life boats. It was a difficult job, as the spray was flying right over men. At the same time I had men fill the fire buckets with heavy engine room oil and carry them to the bridge. The boats were a quiet way to float away. We had no light, as the windows were crushed with ice and we could not get at the lamp room. What few candles we had were snuffed out. It was a matter of life and death to get the boats away. We were in the water for about fifteen minutes before the rescue boats came. There was little fresh water either."

Has Great Praise for Men. "The men occasionally served raw spirits. The men also took the water breakers out of the boats, broke the barrels open and served the fresh water ice to all. At the second low tide some of the men started down the ship to get something more substantial to eat. They were bricks, those chaps, for in going to the dark storerooms the men were immersed to their waists in icy water and when they came back the water was as at the risk of their lives. But they brought back some food and a few bags of coffee beans. A tin bucket was secured, the wood of the cabin was chopped away for fuel and holes were punched in the bucket to convert it into a brazier. With this the chef managed to stew coffee beans and gave us the first warm drink we had had for hours."

"All this time it was bitterly cold. A fire was kept in this bucket and that was the only means of warmth we had. Just before the passengers left in the John L. Cann the chef got hold of a meat and managed to make a stew, but the passengers got away with the boats without tasting it."

"The only hot food we had on the wreck all this time was this morning, when the men got a lot of pork and the chef baked it."

"If the rescue boats had arrived on the scene before they did they would have been frozen fast to the deck. As it was too strong to allow them near the steamer. When the weather began to get fine and the sea abated somewhat we got the boats ready for launching for we knew that it would not be long before a rescue steamer came. Had we not swung the life boats out in the first place we would not have been able to use them as they would have been frozen fast to the deck. As it was they were covered with ice and the falls were like bars of iron."

"It took two hours and a half to get the life boats away, and sufficient to launch the boats. When the Westport came in sight we knew she was coming to us. A heavy sea was still running, but in the lee of the wreck there was comparatively smooth water. We did not use the oil we had prepared, for it was frozen solid."

"The boats were sent away in charge of the officers with the passengers and the women in the first one. By the time the four boats were away it was a raging dark and I decided to stay until morning. Four officers and eleven men stayed by me. They were bricks, every one of them, and had done everything they could to keep all hands cheered up. All the time there was the best of discipline."

An incident illustrating the esteem in which the captain was held by all occurred when the Lansdowne arrived. St. John. After the boat docked the captain, who is a R. N. R. man, was presented with his sword and his bag of golf clubs, much to his surprise. The men who stayed with him had thoughtfully salvaged these without the captain's knowledge."

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Saks & Company
Broadway at 34th Street

JERSEY BANKER GONE; DEPOSITORS ANXIOUS

Perth Amboy Man Did Large Business Transmitting Money Abroad.

PERTH AMBOY, N. J., Jan. 15.—(APR.) Tomasschoff, a steamship ticket agent, who did a large business in receiving money from foreigners here for transmission abroad, has been closed to-day and his books were taken to New York by men of the United States Express Company, for which he acted as agent.

Until the express company examiners have been over Tomasschoff's books it will not be known in what condition he left his affairs here. He is known to have handled a great deal of money recently for foreigners in Perth Amboy, who wanted to send it to their old homes or the holidays. He often received \$2,000 a day. It is said that he took in at least \$30,000 in the last two or three weeks.

Mrs. Tomasschoff says her husband left for a fishing trip. She held an auction to-day, at which she disposed of all her household goods, even some of her clothing. Tomasschoff was manager of the Perth Amboy branch of the New York banking firm of M. Rosett, which failed in March, 1912. After the failure he went to New York, and came back here about a year ago to open an agency of his own.

He regained the confidence of the foreigners in Perth Amboy and nearby towns and was one of the big agents in transmitting money. According to the records of the State Banking Department, however, he was not licensed to transmit money abroad.

CONNAUGHT OPENS PARLIAMENT.

Duchess Not Present—Duke's Speech Avoids Naval Policy.

OTTAWA, Jan. 15.—The Duke of Connaught opened the third session of the twelfth Parliament of Canada to-day with accustomed pomp and ceremony.

The Duchess of Connaught, although progressing most favorably according to a bulletin issued at Government House to-day, is not permitted to attend any functions at present and she neither attended the opening nor the State ball at Government House to-night. Princess Patricia, attended by the Hon. Katherine Villiers and Lord Spencer Compton, sat at the side of the Duke where the Duke sat and read the speech in English and French, which a distinguished Englishman present said was "not of too perfect accent to be unbecoming in an English Prince, but good enough to make a Frenchman sit up and take notice."

The speech made no reference to the Borden naval policy of last year, a contribution of \$50,000,000 to England for three dreadnoughts, and it is now admitted that Premier Borden has abandoned it.

FOUR BIDS FOR CUBAN LOAN.

Three American Banking Houses Seek Share of It.

SPECIAL CABLE DISPATCH TO THE SUN.

HAVANA, Jan. 15